

U. S. Shipping Losing Chance In Coal Crisis

Merchant Marine Unable to Win Export Trade by Transporting Supplies to Bare Markets Abroad

Halted by Car Shortage

British Inability to Make Shipments of Fuel Opens Up Opportunity to Fleet

Loss of opportunities offered for the upbuilding of the merchant marine through the present situation in relation to coal is causing concern to American shipping men. Practically the entire export coal trade of the world is America's for the taking, provided sufficient supplies can be secured for shipment abroad. Under the present conditions, however, no advantage can be taken of the opportunity. As shipping men see it, the situation is about as follows:

Ability to meet the fuel needs of other countries would not only increase America's foreign commerce, but would furnish American ships with greater carrying trade and the chance to make permanent connections abroad that would provide steady sources of cargo for a large portion of the new merchant marine.

Coal Develops Shipping

How great a part coal has played in the development of the British merchant marine is indicated by the fact that over 80 per cent of the total volume of British export trade has been composed of fuel cargoes. In 1913 the coal shipped in Great Britain aggregated nearly 77,000,000 tons, representing 84 per cent of the exports of all kinds. Last year the exports of all kinds, however, represented only 38,475,000 tons, or about half the product of the aggregate.

As it was the British shipowners who first made use of steamships for long ocean voyages, Great Britain was able to develop a large trade in coal before other countries were able to compete with steamships for the world's carrying trade. The British were able to secure control of most of the world's shipping stations. Thus they were in a position to secure exports that meant a constant source of cargo for their vessels on the outward voyage, and to enable them to provide economically the great volume of tonnage needed for the imports into Great Britain.

British Situation Grave

According to the American Chamber of Commerce in London, so many British ships have been laid up by the government restrictions on coal exports that strong pressure has been brought to bear upon the Coal Controller to raise the embargo or to increase the quantity of coal permitted to be shipped. The reply has been made, however, that home manufacturers must be served first, and that these have not even yet received adequate supplies of fuel. It also pointed out that the recent British production is at the rate of 47,000,000 tons less than in 1913, although 90,000 more men are employed in the industry now than then.

U. S. Coal Exports Gain

In the period immediately after the armistice many foreign markets held undisputed by Great Britain for years turned to this country for fuel. As a result American exports of coal for the fiscal year recently ended reached record figures and the United States, from this country should be well above those of Great Britain. The gravity of the coal shortage, however, is indicated by the fact that the total shipments from the two countries during the pre-war year and the past one. These exports were as follows, in tons:

	1913	1919
American	26,000,000	28,000,000
British	76,000,000	38,000,000
Total	102,000,000	66,000,000

The American gain of 7,000,000 tons represents only about a fifth of the British loss from the pre-war total. With a demand for coal well in excess of the 1913 consumption, there is an apparent deficiency in annual exports of about 30,000,000 tons. If the United States could supply even 50 per cent of this, in addition to its present exports, a long step could be taken toward the development of the new merchant marine.

Pacific Passenger Rates Up

Steamship companies operating from Pacific Coast ports to the Orient have announced a 20 per cent increase in the minimum passenger rate effective on September 15. Under this advance the new minimum rates to Yokohama will be \$200 to Kobe, \$311 to Shanghai, \$349, and to Hongkong, \$375. Lines operating from the Pacific Coast on the Manila-East India route will advance the present rates \$63. The increased cost of fuel is reported to be chiefly responsible for the advance. Fuel oil has sold as high as \$30 a ton in the Far East recently.

Canada to Increase Shipping

Part of the Canadian government merchant marine includes the operation from Vancouver of at least twelve, and possibly sixteen, steel cargo vessels of 8,100 tons deadweight each. Five ships will be placed on the run to Australia and New Zealand, seven to the Orient and India, and it is proposed to operate others on new routes to the Malay States and French Indo-China.

The Stage Door

The postponed opening of "Paddy, the Next Best Thing," will take place at the Shubert Theater this evening.

Holbrook Blinn opened in Stamford, Conn., last night in "The Bad Man," a new comedy by Porter Emerson Browne, preparatory to his New York premiere at the Comedy Theater next Monday.

John Drinkwater's "Abraham Lincoln" will enter upon its last three weeks Monday at the Cort Theater. Frank McGlynn and the original company will take the piece on a tour of the larger cities. This drama had its American premiere in Stamford last November, and began its New York run December 15 at the Cort, where it has been playing continuously. In common with "Lightnin'" it played through the summer to large receipts. "Abraham Lincoln" will close at the height of its popularity.

This is the last week of "Not So Long Ago" at the Nora Bayes Theater. William H. Barry, who is at Sidney Blackmer, the production will go on tour, beginning Labor Day.

Helen Lowell has been engaged for an important role in "Blue Bonnet," the new Scarborough comedy, which will open at the Princess Theater tomorrow evening.

Herbert Fields, son of Lew Fields, and working with Richard C. Rodgers and Loreine S. Hay, is producing musical comedies. Fields staged much of "Poor Little Ritz Girl," while the others wrote the music and lyrics.

"Jimmie," the forthcoming Arthur Hammerstein musical comedy production, with Frances White as the star, will go into rehearsal at once. The piece will open in Hartford September 30 and will be shown in New York early in November. Others in the cast will be Ben Welch, Roger Imhoff and Harry Delf. Mr. Hammerstein has found rehearsal halls so filled with different theatrical productions that he will be forced to rehearse "Jimmie" in two or three places each day, according to the time he can obtain in each place.

Harriet Gimbai, the English sculptress, has arrived in New York to join the cast of "The Greenwich Village Follies, 1920."

"Jim Jam Jams," John Cort's new production, will open in New York at the Cort Theater September 20. It will open in Baltimore Monday.

The orchestra for "Spanish Love" may be led by H. Maurice Jacquet, composer of the musical score for the production. If he accepts an invitation sent to him by Walter Knickerbocker, a series of special performances will be arranged for him if he comes.

"Broadway Brevities of 1920" will have its first performance in Atlantic City Monday night. It will play a week there and come into New York for its opening.

At the opening of Efron Zimbalist's musical comedy, "Honeydew," in New York next Monday night, it is expected a score of New York musicians will attend to see the violinist make his bow as a composer of light musical scores. The piece will be seen in New York at the Casino Theater September 7.

"Welcome Stranger," the Aaron Hoffman musical that has been playing in Chicago since last Christmas, has succeeded "Honey Girl" at the Cohan & Harris Theater. The last performance will be given in Chicago September 5.

Henry W. Savage has engaged Leslie Austen, who supported Ethel Barrymore in "Deceased," to play the leading role opposite Madge Kennedy in "Coroner."

Moving pictures are being made of the various Hippodrome features, according to Charles Dillingham, as aid in protecting them from infringement of patents and copyright.

Ponzi, Taken From Jail, Reveals Hidden Wealth

Guides Receivers in Round-Up of Assets; Claims Pass \$5,000,000 Mark

BOSTON, Aug. 26.—Charles Ponzi, on leave of absence from the East Cambridge jail, to-day revisited places familiar to him in his palmy days as a popular financier. His tour was in connection with the effort of his receivers to round up what remains of his property for the benefit of creditors. He had given the receivers keys to the safety deposit boxes which he used and to-day accompanied them to inspect the contents and have the valuables included in the scanty assets available.

These claims, as presented to the Attorney General, passed the \$5,000,000 mark to-day, with a total of \$5,014,092 from 12,165 creditors.

As jaunty in demeanor as in the heyday of his popularity, Ponzi again to-day attracted crowds in the business district, and policemen mounted and on foot patrolled Newspaper Row while the throngs sought a glimpse of him. One of the boxes visited proved a small mine of gold, \$11,370 worth of gold coins or certificates being found there. The box also contained 100,000 German marks, \$2,000 in Liberty bonds and papers which the receivers said were important.

Illness of Emily Stevens Closes Little Theater

On account of the sudden illness of Emily Stevens, who is appearing in "Foot-Loose" at the Little Theater, the audience was dismissed last night. George C. Tyler, the producer, closed the theater until Monday, when he hoped Miss Stevens might be able to continue her work.

White Will Build Theatre to House His Own Productions

George White, producer of "Scandals of 1920," announced yesterday he would build a theater for the production of his own shows. He has an option on a property in the theater district, with sufficient area for a large playhouse. Mr. White expects to have it ready for his next season's revue. It has been decided to name the theater after the producer. Since the thing must be done, let it be said now and never again that when the new theater opens the electric sign may be expected to read: "White House Scandals."

Court Permits The New Haven To Merge Lines

Judge Mayer Grants Order Modifying Decree Issued Against System in 1914 in Sherman Act Suit

To Aid Financing Plan

Arrangements Under Way for \$13,500,000 Loan to Purchase Equipment

Judge Mayer granted an order yesterday in the United States District Court modifying the dissolution decree of October 17, 1914, against the New York, New Haven & Hartford Railroad. The decree was the result of the Sherman act suit brought against the road by the government, and the modification permits the New Haven to effect a merger or consolidation with the Harlem River & Port Chester Railroad Company and the Central New England Railroad Company, subsidiaries of the New Haven.

The modification is contingent upon the New Haven's obtaining the consent of state and Federal authorities to the merger plan.

To Facilitate Financing

The consolidation is to be effected to facilitate the plans for the permanent financing of the New Haven. It was said in the argument before Judge Mayer. The company is arranging for a new loan of \$13,500,000 from the government for locomotives and other improvements. The New Haven expects to take advantage of the transportation act of February 28, 1920, it was said, until increased revenue resulting from the higher freight and passenger rates should make it independent of such aid. At the end of government control the road was indebted to the government to the extent of about \$60,000,000.

The order granted by Judge Mayer will permit the New Haven to vote 400,000 shares of Connecticut Company stock, which it owns, in favor of placing a mortgage on the property, equipment and franchises of the Connecticut Company, to secure \$10,840,000 in debentures of the Consolidated Railway Company now outstanding.

The Consolidated Railway Company, which operated trolleys and other public utilities in New England, was merged with the New York, New Haven & Hartford Railroad—which already controlled it by ownership of its securities—on May 31, 1907. On February 28, 1910, the Connecticut Company bought such trolley lines in Connecticut as the New Haven owned or leased. The Connecticut company is indebted to the New Haven to the amount of \$4,077,038, of which \$1,000,000 is upon debentures and the rest on notes for advances made up to December 31, 1919.

Debentures Ordered Sold

The debentures which the New Haven wishes to secure by a mortgage on the property, franchises and equipment of the Connecticut company mature in 1930, 1934, 1935 and 1936, and under the dissolution decree, were ordered to be sold July 1, 1921, by trustees appointed by the Federal court.

Counsel for the railroad declared that it was for the best interests of the company, its stockholders and the owners of the debentures that the mortgage be assumed by the Connecticut company, and that the property and franchises of the Harlem River & Port Chester Railroad Company and the Central New England Railroad Company be transferred to the New York, New Haven & Hartford.

Federal Reserve Denies Industry Is Classified

Report of Essential and Non-essential Ruling Called Untrue by Governor

WASHINGTON, Aug. 26.—Reports that the Federal Reserve Board had attempted to classify industry as essential or non-essential were emphatically denied by Governor Harding, who, in a statement to-night, declared it was "adhering consistently to the policy" decided upon at the conference of bankers here last May.

The statement was made, Mr. Harding said, because of conflicting interpretations of the Federal Reserve system with respect to credit.

"The Federal Reserve Board has never undertaken to classify industry and business as essential or non-essential," the statement said. "Furthermore, it does not intend to do so. In a statement published immediately after the conference with members of the Federal advisory council and bankers and directors of the Federal Reserve banks last May the policies of the board were fully explained. The board is convinced that these policies are wise and salutary and are confident the results will demonstrate their soundness."

Not More Than 6 Cents, Is Chant to Tube Riders

"Nickel's Enough," Reply Hudson Passengers and in Mix-Up Guards Are Arrested

Passengers on the Hudson and Manhattan tubes who entered the trains from the Grove Street station in Jersey City yesterday were confronted by seven guards stationed at the ticket gates. The head guard was about six feet, five inches tall and stood right behind the ticket machine. He repeated continuously, "Not more than 6 cents," and to assist the mentally indifferent he held up six fingers.

While the guards were trying to impress on passengers that they should at least pay 6 cents—but not more—several inches tall and stood right behind the ticket machine. He repeated continuously, "Not more than 6 cents," and to assist the mentally indifferent he held up six fingers.

Lloyd George Tells K. of C.

To Visit Ireland at Any Time

COMO, Italy, Aug. 26 (On Board the Knights of Columbus Train).—David Lloyd George, the British Prime Minister, sent a letter of greeting to the American Knights of Columbus when they were leaving Lucerne this morning. "You have my best wishes and my sincere hope that your tour will continue to be a successful and a happy one," said the message of Mr. Lloyd George.

Baron Riddell, the Premier's spokesman, informed the Knights that they might visit Ireland whenever they desired. The program of the Knights to-day included visits to Milan and Florence. To-morrow they will proceed to Rome.

Germany Gets New Steamer

A new steamer for the German East Africa Line has been launched at Hamburg. This vessel is said to be the first German steamer sent off the ways since the armistice, which does not come within the scope of the shipping surrender clauses of the peace treaty.

Cost of Congo Wife Doubles

As evidence of the increased cost of living on the borders of Uganda and the Congo, it is reported that, whereas a wife cost four spearsheads in pre-war days, she now costs eight spearsheads.

Shipping News

High water	Low water
PM	AM
Sandy Hook 6:54 6:14 12:09	
Hell Gate 6:36 6:49 12:37	
Hell Gate 6:30 6:36 12:45	

Note.—The above figures are standard time and not New York State time.

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